

US Pat Appln Nr 10/043,284

Docket 630-24US (CIP)

Amendments to SPECIFICATION,
as submitted in response to O/A dated 03 June 2003

Change to paragraph [0014]

[0014/1] By way of further explanation of the invention, exemplary embodiments of the invention will now be described with reference to the accompanying drawings, in which:

Fig 1 is a diagram of an automobile seat frame, shown partly in cross-section, carrying a headrest which is mounted in a manner in accordance with the invention;

Fig 2 is a view of some of the components that support the headrest, shown at a preliminary stage of manufacture;

Fig 3 is a view of a punch and die set-up, which is used at a stage in the manufacture of one of the headrest supports;

Fig 4 is a view corresponding to Fig 3 of another stage during manufacture;

Fig 5 is a cross-section of the headrest mounting support, shown at a later stage;

Figs 6a,6b,6c are cross-sections of a tooling arrangement for forming a metal tube locally into an I-section beam;

Figs 7a,7c are views on the line 7-7 of Fig 6a, corresponding to the conditions shown in Figs 6a and 6c respectively;

Figs 8a,8b are cross-sections of a hole-punching arrangement, for making a through-hole in the web of the I-beam produced as in Fig 6c;

Fig 9 is a view of a headrest-support-tube, shown prior to final forming;

Figs 10a,10b,10c are cross-sections of a tooling arrangement for ring-bead-locking the headrest-support-tube of Fig 9 into the through-hole in the web of the I-beam;

Fig 11 is a cross-section of a pair of dies in which a first ring-bead is to be applied to a headrest-tube;

Figs 12a,12b,12c are cross-sections of an arrangement of punches for forming a ring-bead and a locking-bead for locking a headrest tube onto a seatframe rail;

Fig 13 is a cross-section of another arrangement of punches for forming a ring-bead and a locking bead onto a seatframe;

Figs 14a,14b are cross-sections of an arrangement of punches for forming a ring-bead and a locking bead onto a seatframe rail of a round cross-section;

Fig 15 is a cross-section of a variation of the arrangement of Figs 14a,14b;

Fig 16a is a cross-section of another variation;

Fig 16b is a side elevation of Fig 16a;

Figs 17,18,19 show different extruded aluminum profiles, to which a headrest tube has been lock-

beaded:

Figs 20a, 20b, 20c are various views of a round seatframe rail to which a headrest tube has been

lock-beaded:

Figs 21, 22, 23 are cross-sections of various arrangements of punches for using a ring-bead and a

locking shoulder to lock a headrest tube onto a seatframe rail;

Fig 24 is a cross-section of another arrangement of punches for lock-beading a headrest tube onto a

seatframe rail;

Fig 25 is a cross-section of another arrangement of punches for lock-beading a headrest tube onto a

seatframe rail.

Change to paragraph [0076]

[0076/1] Some ways in which the headrest tube may be lock-beaded to a hollow steel seatframe tube will now be described, in which the seatframe tube is not squashed flat, i.e not squashed flat to the extent that the opposing walls of the tube come to touch internally. In [Figs 14a, 14b] Figs 14a, 14b, the through-holes in the seatframe tube may be formed by drilling, or by laser-cutting (or even by punching if the punching can be done without the opposite walls being squashed together), or by some other hole-making process that does not require the walls to be touching internally.